IN THE SPECIFICATION:

Please amend the paragraph on page 1, between the title and the first paragraph of the Specification as follows:

This application is a divisional application which claims the benefit of ~~pending~~ U.S. Patent Application No. 10/339,464, filed January 10, 2003, now U.S. Patent No. 6,726,570, issued April 27, 2004, which in turn is a divisional application of parent Application No. 09/816,775, filed March 26, 2001, now U.S. Patent No. 6,632,143, issued October 14, 2003. The disclosures of the prior applications are hereby incorporated by reference herein in their entirety.

Please amend the first full paragraph on page 3 of the Specification as follows:

For the power transmission device of a motor vehicle, the vibrations resulting from the induced thrust and slide resistance of the constant velocity universal joint are rather small in level as compared with engine vibrations and the like, and thus matter little by themselves. Nevertheless, the vibrations, if approaching the engine vibrations and the like in frequency, cause resonance phenomena. The induced thrust causes the rolling of a car body at starts and under acceleration, as well as muffled noise, beat noise, and so on. The slide resistance causes an increase of idling vibrations and the like (in particular, affecting the Drive or D-range idling vibrations). Accordingly, the induced thrust and slide resistance in the constant velocity universal joint have significant influence on the NVH (noise vibration harshness) performances of the motor vehicle. In particular, the induced thrust is ever increasing in the degree of influence on the NVH performances, with widening regular-use angles (vehicle-mounted angles) of the joint and increasing torque in recent times. Then, in terms of vehicle design, it

means that the values of the induced thrust and slide resistance of constant velocity universal joints constitute greater constraints on the layout design of power transmission systems.